

### **REMARKS**

This is in response to the Office Action of March 17, 2005. By this Amendment, claims 1-22 are in the application.

In the Office Action, the Examiner made a suggestion to claim 14. By this Amendment, the suggestion has been adopted.

Also in the Office Action, claims 1 thru 4 and 6 thru 21 were rejected as being anticipated by Kinsky, U.S. Patent No. 6,047,718; while claim 5 was rejected as being unpatentable over Kinsky.

Applicant respectfully requests reconsideration of the rejection of the claims. Specifically, Kinsky discloses a solenoid valve as shown in Figure 1 to open or close a flow path from port 26 to the outlet path 30 via chamber 28. The valve is shown in Figure 1 in its closed position with valve seals 20, 22, resting against the respective valve seats 32, 34 shutting off flow of gas from inlet port 26 to chamber 28 and from chamber 28 to outlet path 30. To open the flow path, current is applied to coil 14 to generate a magnetic field. This magnetic field engages the armatures 16, 18 to disengage valve seals 20, 22 from their respective valve seats 32, 34 such that gas flows into inlet port 26 as shown by arrow A, into chamber 28 as shown by arrow B and out through the outlet path 30 as shown by arrow C.

Unlike the flow regulation valve disclosed by Kinsky, the present invention, as defined in claim 1, relates to a solenoid fuel drain valve which is a completely different type of valve. In order for a fuel drain valve to operate satisfactorily in vacuum

condition, a drain hole is required, for example, to remove water and other contaminants from a fuel system and an air inlet opening is required to enable air to enter the fuel system so that a zero pressure differential is achieved inside the system and to compensate for the volume lost by being drained. The fuel drain valve thus self-vents.

An analogy may be made to the draining or emptying of a carton of juice where in addition to a hole for pouring the juice, a further air inlet open is preferably provided to allow air to enter the juice carton as juice is being poured out so that the pressure in the carton is not adversely reduced, which would make it difficult to pour the juice.

Claim 1 includes the features of a drain hole and an air inlet opening which are neither disclosed nor suggested in Konsky. There would be no reason to try to adapt the valve disclosed in Konsky to include a drain hole and an air hole since it is simply concerned with opening and closing a flow path and not with draining fuel.

Consequently claim 1, and thus also the claims dependent from claim 1 are novel and inventive over Konsky.

New claim 22 is also presented herewith, which even further defines over Konsky, and brings out that the valve is used in a closed fuel system. This claim should likewise be allowable.

In light of the above, reconsideration of the rejection, and allowance of the claims in this application are respectfully requested. Should the Examiner continue to believe

Application Serial No. 10/616,057  
Office Action dated March 17, 2005  
Response dated May 27, 2005

otherwise, the Examiner is kindly requested to contact the undersigned attorney by telephone, should the Examiner believe it would result in a furtherance of this matter.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'CHH', is written over a horizontal line.

Christopher H. Hunter, Reg. 34,187  
Attorney for Applicant  
Parker-Hannifin Corporation  
6035 Parkland Boulevard  
Cleveland, Ohio 44124-4141  
Telephone: (216) 896-2461  
Fax: (216) 896-4027  
e-mail: [chunter@parker.com](mailto:chunter@parker.com)